

The Regional Arterials Study is a collection of ideas for potential improvements to the regional arterials network.

These ideas incorporate transportation plans from local governments and needs identified by local governments and the public and **DO NOT** represent specific road alignments.

All of these ideas are unfunded and **CANNOT** move forward until a local government project sponsor finds funding and conducts additional analysis, detailed study, and public input.

The Regional Arterials Study is a preliminary study to determine needed improvements and connections to the six-county arterials network. Corridor-specific alignment, design, and operational characteristics will be determined through future project development. These ideas **DO NOT** represent specific road alignments. These ideas **DO** represent areas where additional connections and mobility are needed today or will be needed in the future. These ideas incorporate local government plans and include additional needs identified by local governments and the public.

WHY A REGIONAL ARTERIALS STUDY?

The Regional Arterials Study serves as a regional concept map of arterial roads to help traffic congestion, mobility, and connectivity in the next 25+ years.

The Regional Arterials Study is just one piece of the upcoming CAMPO 2045 Plan. The CAMPO 2045 Plan will be multimodal in nature, meaning it will include driving, walking, biking, transit, and using technology and travel habits as options to help meet the region's transportation needs.

WHAT IS AN ARTERIAL?

Arterials are roads that connect high speed roads, local streets, and destinations. They are typically smaller than an interstate (i.e. IH 35), or major highway (i.e. US 183), but larger than a local neighborhood street.

Examples of arterials in our region include:

- RR 12
- SH 21
- FM 1431
- FM 734 (Parmer Lane)
- FM 969



Parmer Lane



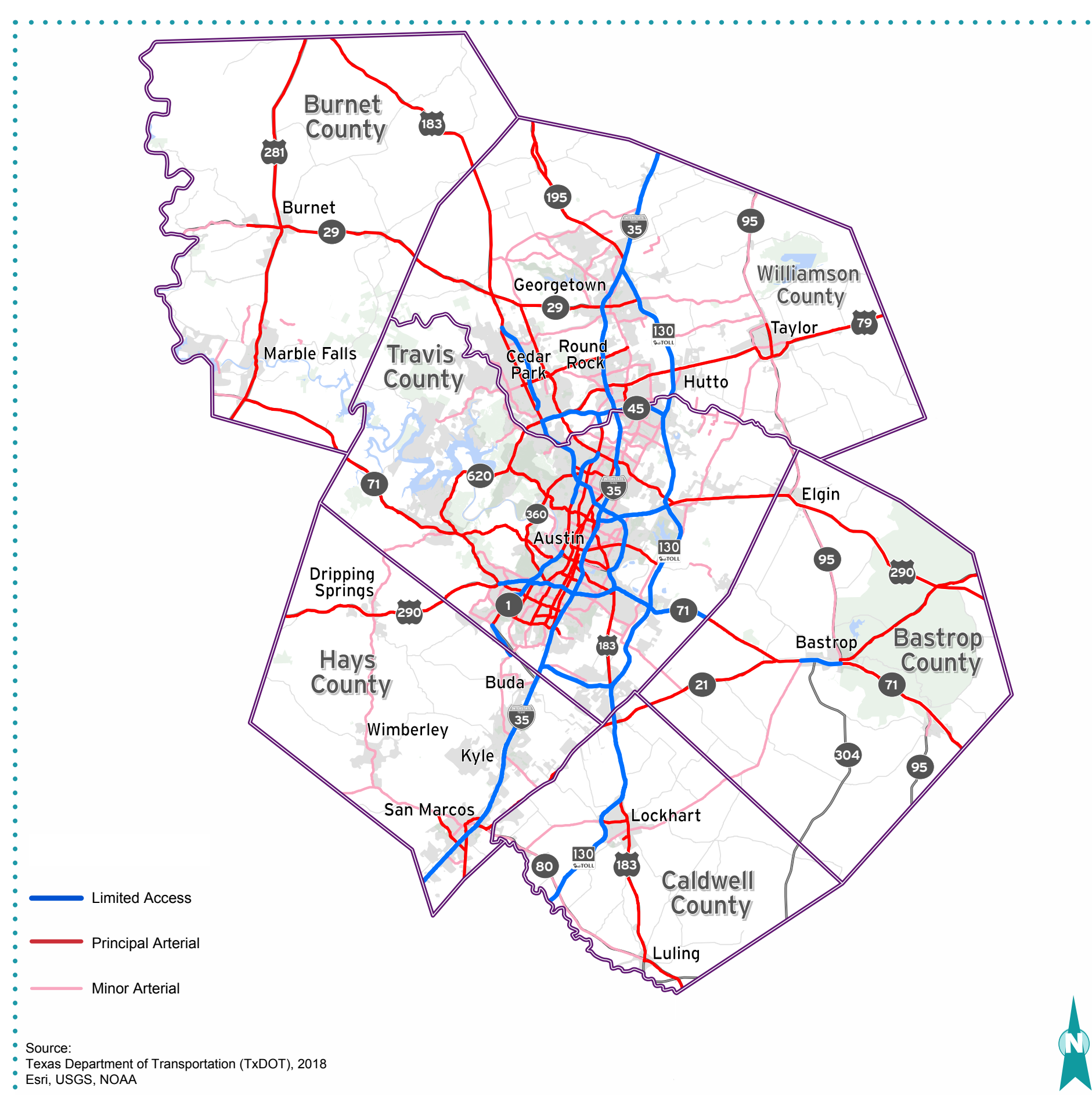
SH 21



FM 969

WHY ARE ARTERIALS IMPORTANT?

« ARTERIALS MEAN OPTIONS »



- Arterials allow shorter trips to be taken without getting onto major roads meant for long distance travel. Future traffic modeling done as part of this study shows a well-connected, comprehensive regional arterials network benefits mobility on IH 35, US 183, and US 290.
- Arterials allow for more convenient trips by providing more options to get to your destinations.
- Arterials alleviate congestion on major roads meant for long distance travel by dispersing traffic onto other equally convenient routes.

1. Establish study purpose and current conditions

Use Steering Committee input to establish study purpose and goals

Use information from local government partners and agencies to establish current arterials road network in six-county region



2. Identify existing plans and community needs

Analyze local governments/agencies plans for future projects

Present information to the public about the study purpose and goals, current conditions, and future project plans

Gather feedback from public on study purpose and goals, as well as current and future travel needs

3. Create preliminary regional concept map

Analyze future population, employment, and travel pattern data to make informed decisions on future road network needs

Use feedback from public and local governments/agencies to create preliminary regional concept map

Vet preliminary regional concept map with the public and local governments/agencies



4. Refine and evaluate regional concept map

Use feedback from the public and local governments/agencies to refine the regional concept map

Evaluate the refined regional concept map to ensure improvements to future travel time and vehicle miles traveled

Create "pattern book" of road configurations for local governments/agencies use in future project development

5. Finalize regional concept map and study recommendations

Use feedback from the public and local governments/agencies to finalize the regional concept map

Finalize tiered approach to improvements that incorporates the region's growth, needs, and future funding

Prepare local governments/agencies for next steps of implementing regional concept map projects





Regional Arterials Study REGIONAL FEEDBACK & HOW WE USED IT

"Please ensure that SH 71 between RM 620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and the Regional Arterials Study."

The draft study recommends a six lane divided road for this section of SH 71.



"Safety on our arterials is very important and has a lot of room for improvement..."

The draft study offers a variety of road design options that prioritize safety.

"Concerned about traffic congestion & emergency services getting to neighborhoods."

The draft study recommends redundant routes so first responders have options when responding to emergencies.



"Expansion of these arterials and an additional route into Austin are needed now!"

The draft study includes a more comprehensive network to make traveling throughout the region easier.

"It is critical that we offer environmentally friendly, accessible, and cost-effective public transportation options that are available to all or most residents and visitors."

The draft "Pattern Book" includes managed lanes throughout the region to allow for easier, more efficient transit travel.



"We need more bicycle lanes and all buses should have bike racks."

The draft "Pattern Book" recommends multimodal options, including separated walking and biking paths.

"It is imperative to consider where infrastructure is built in relation to the conservation of our natural resources."

The process for drafting the Regional Arterials Study included identification and consideration of the many environmentally sensitive areas in the six-county area.



"Please acknowledge environmentally sensitive areas and make protecting them a priority."

The Regional Arterials Study mapped environmentally sensitive areas and avoided those areas when designing the future arterials network.

"Need to eliminate center turn lanes and install more medians to improve safety and traffic flow."

The draft study includes a variety of road design options for project sponsors to use in making improvements.



"Traffic lights on many roadways need to be better timed to facilitate better flow of traffic."

The recommendations in the draft study are designed to maximize vehicle and people "through-put" to make getting around as easy as possible.

Regional Arterials Study POTENTIAL DESIGN OPTIONS

Z1



Downtown Austin, Texas (2013)

Urban 1

High-rise Downtown

Z2



Downtown Taylor, Texas (2010)

Urban 2

Main Street/ Small Town

Z3



Parmer Ln. and Metric Blvd. Austin, Texas (2018)

Suburban 1

Mixed Use/ Activity Center

Z4



Austin, Texas (2018)

Suburban 2

Conventional

Z5

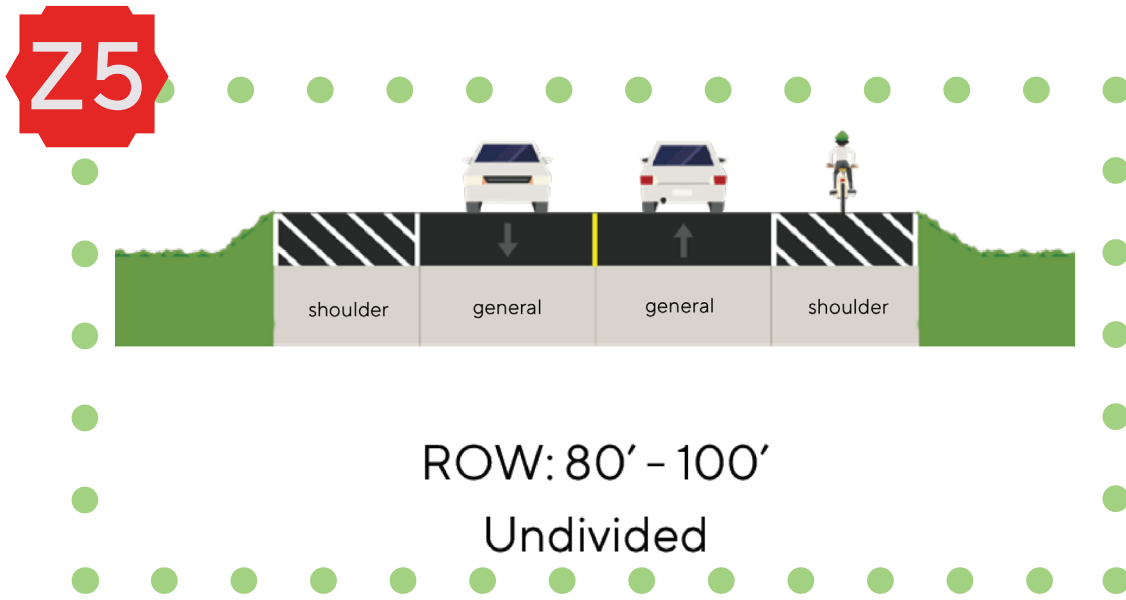
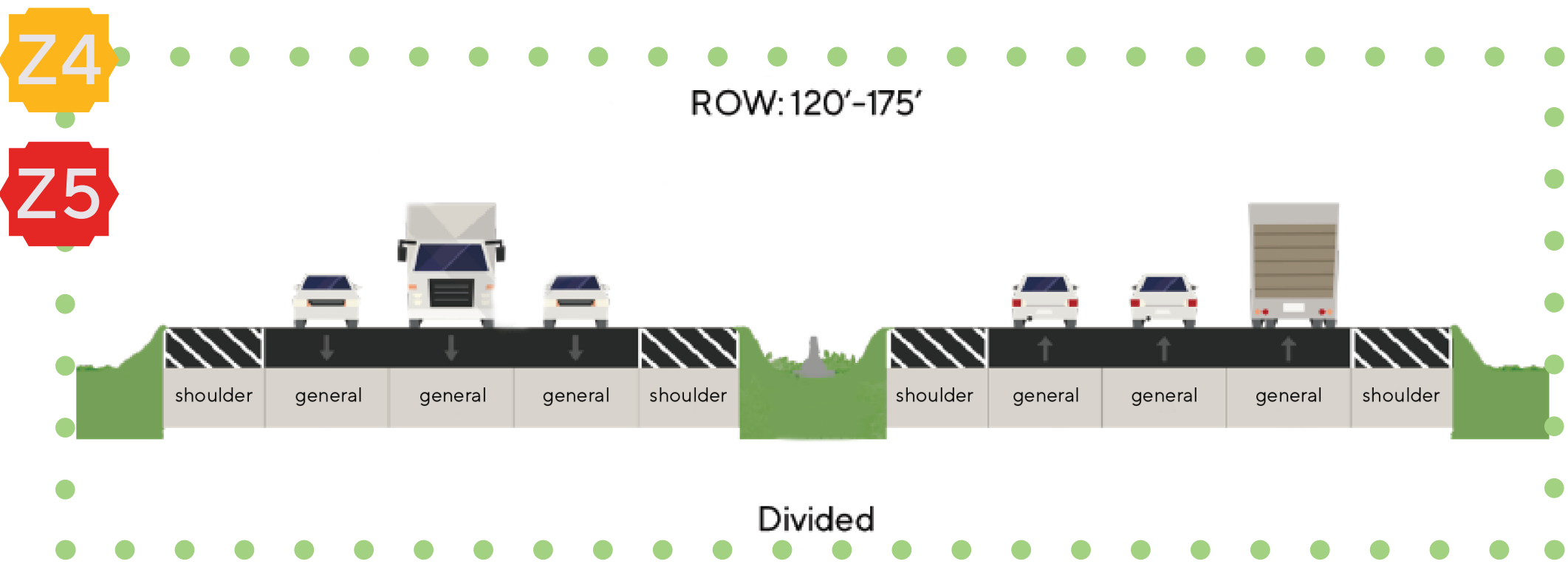
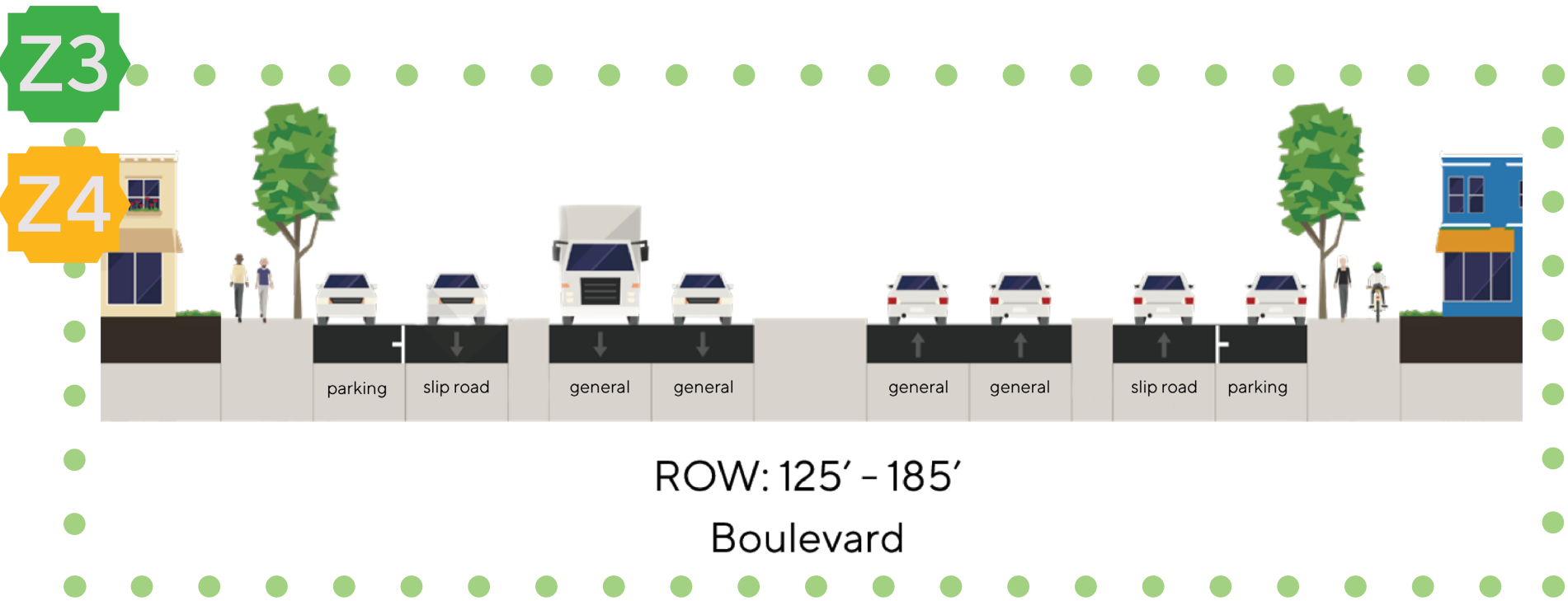
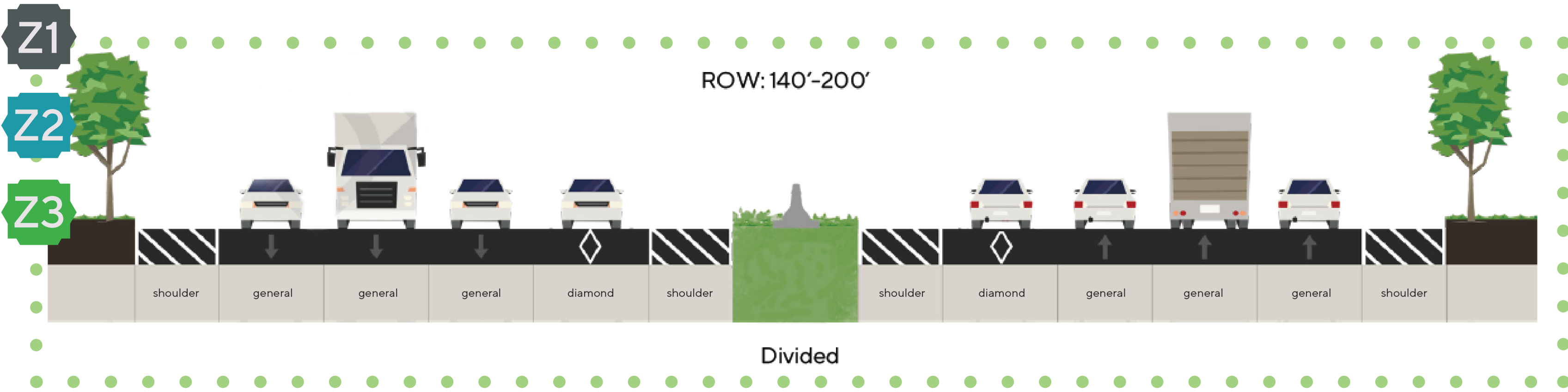
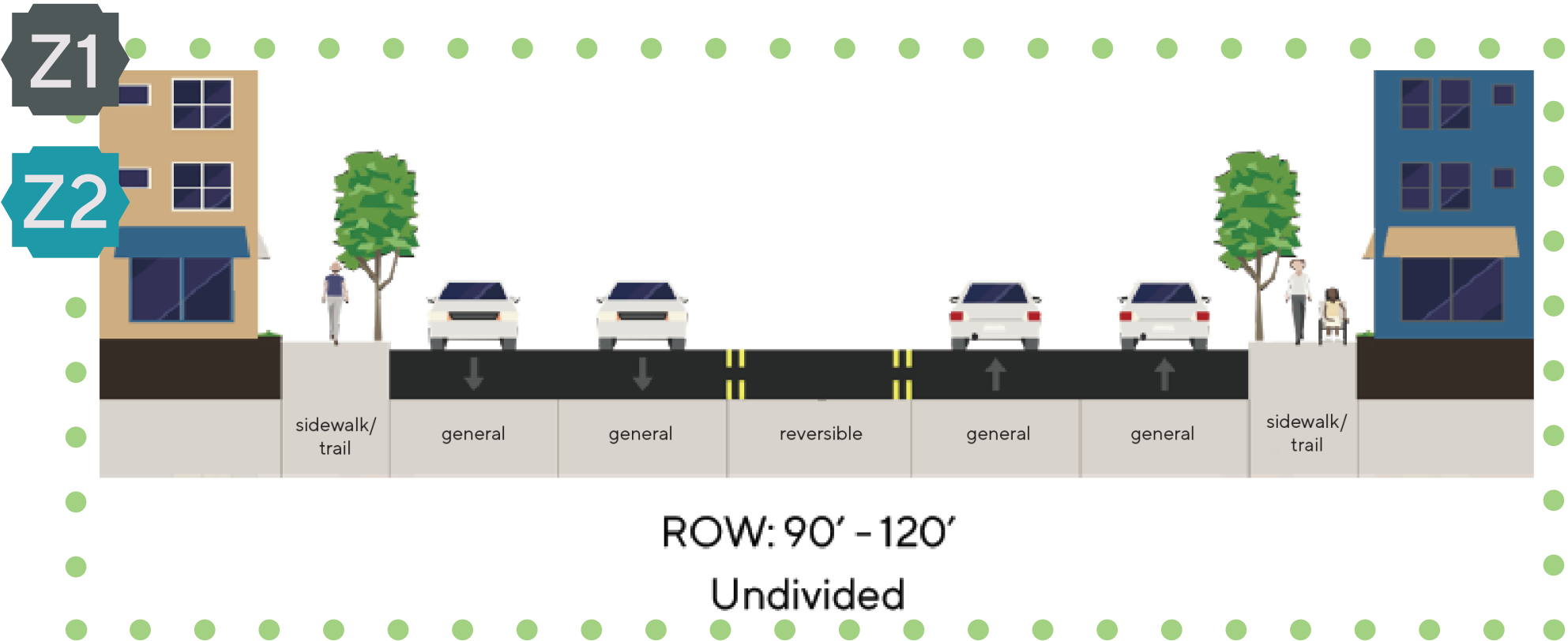
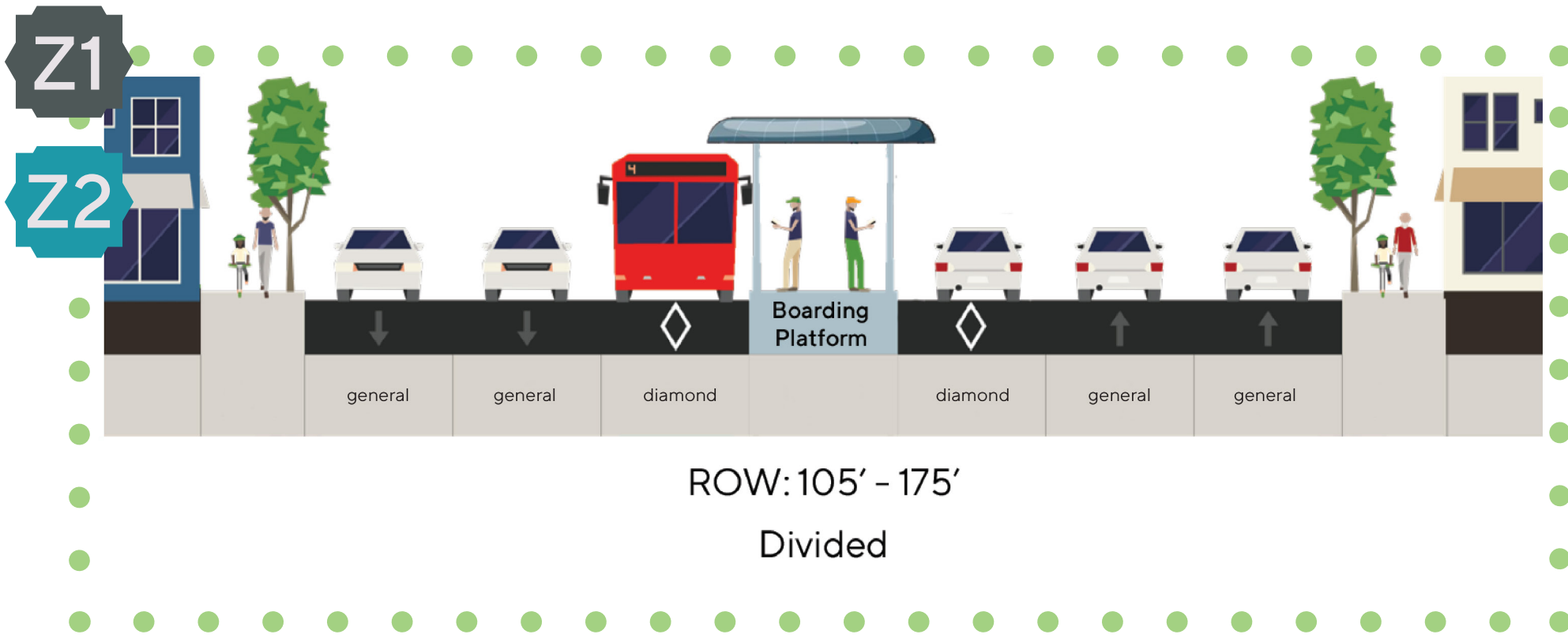


Taylor, Texas (2018)

Rural

The CAMPO region is diverse, ranging from dense urban to sparse rural areas, and with this comes different transportation needs. The Regional Arterials Study uses input from local government partners and the community to suggest a variety of road configurations to be used based on location and transportation needs.*

Though the Regional Arterials Study focuses on roads, designing roads in a way to move more people is key in addressing the region's growing population. The options outlined here include multimodal design to include transit, carpooling, walking, biking, etc., so people can choose the transportation option that best meets their needs.



*For more detailed information on treatments, see "Pattern Book" appendix.

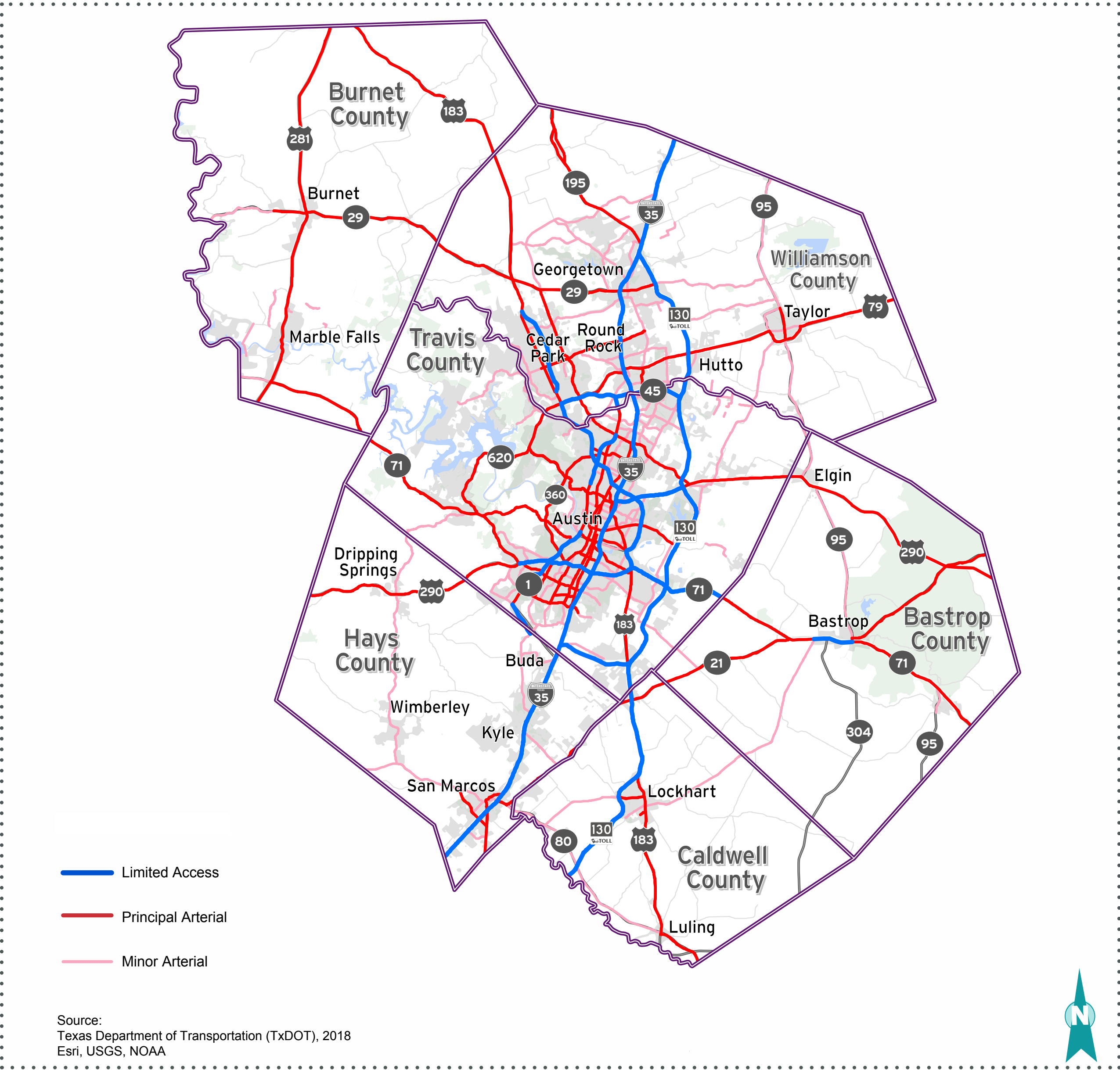
Regional Arterials Study
NETWORK OPTIONS



Regional Arterials Study
**EXISTING ROAD NETWORK
& 2040 PLANNED ROAD NETWORK**

Estimated Population: 2,334,176

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17,182
ROAD MILES

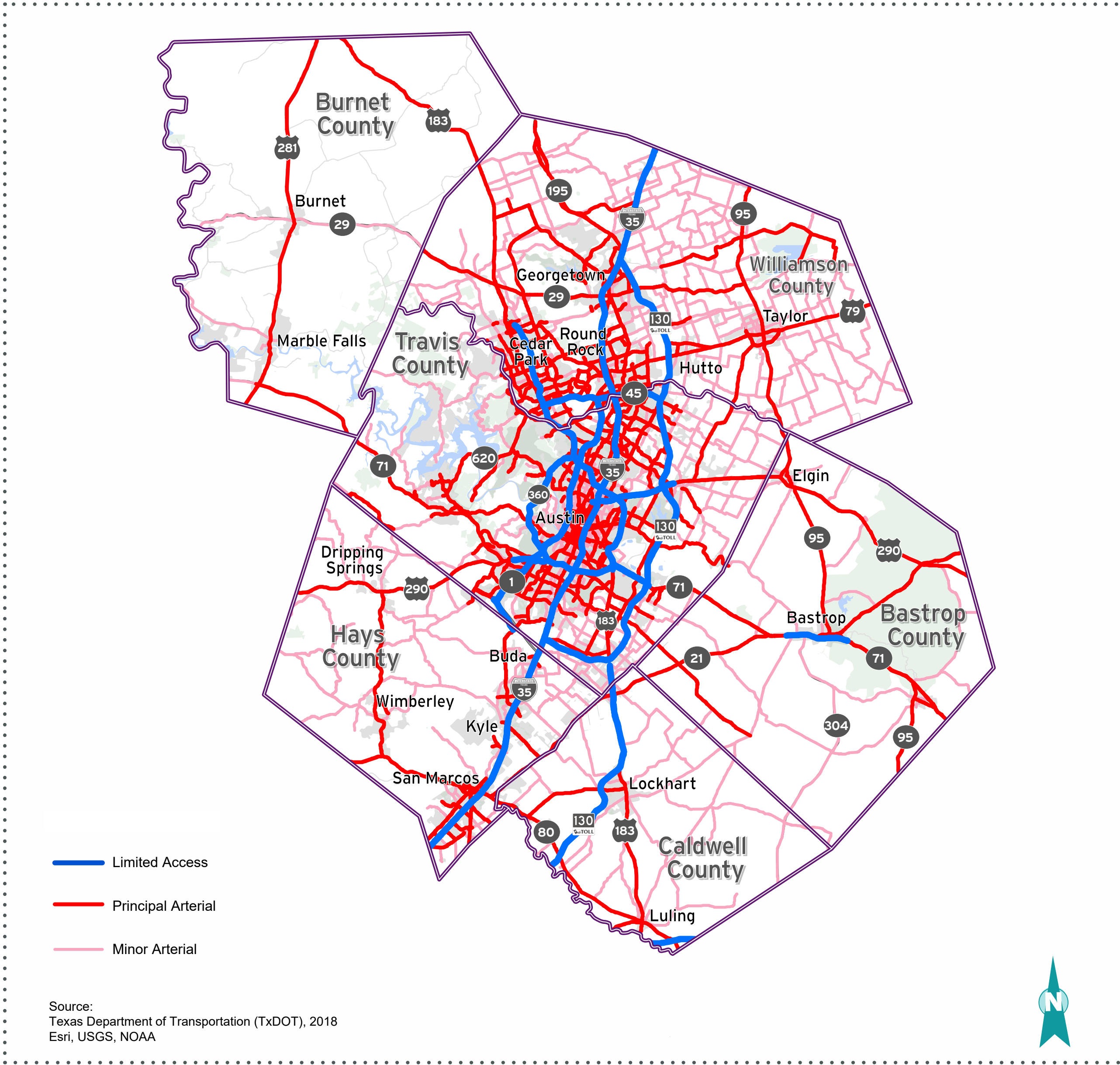
57.64
million
MILES
TRAVELED

1.27
million
HOURS
TRAVELED

45.46
AVERAGE
SPEED (MPH)

Estimated Population: 4,078,460

P
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17,182
ROAD MILES

100.44
million
MILES
TRAVELED

2.93
million
HOURS
TRAVELED

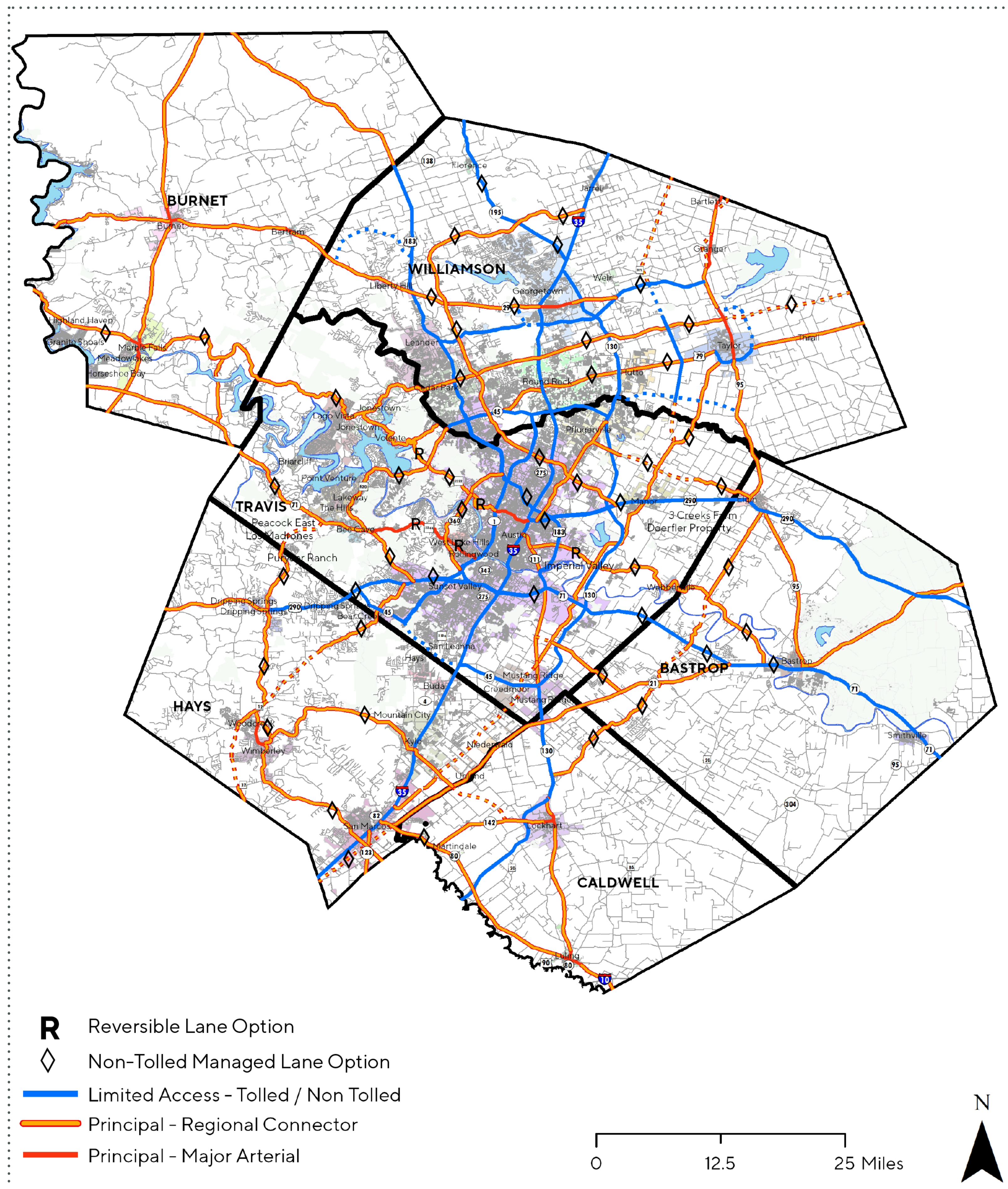
34.28
AVERAGE
SPEED (MPH)

Regional Arterials Study

SCENARIO A

+ FLEXIBLE LANES

 Estimated Population: **4,758,529**

 Cost Estimate: **\$9,373,550,000**


Adding flexible lanes to key corridors (shown with ◇ and R) helps manage travel at peak times and offers further benefit to the Scenario A network. Some example of flexible lanes include transit lanes, HOV/carpool lanes, and reversible lanes.

19,975
ROAD MILES

99.05
million
MILES
TRAVELED

2.54
million
HOURS
TRAVELED

39.01
AVERAGE
SPEED (MPH)

Color Key:

Good

Better

Best



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

Regional Arterials Study
**SCENARIO B &
SCENARIO C**

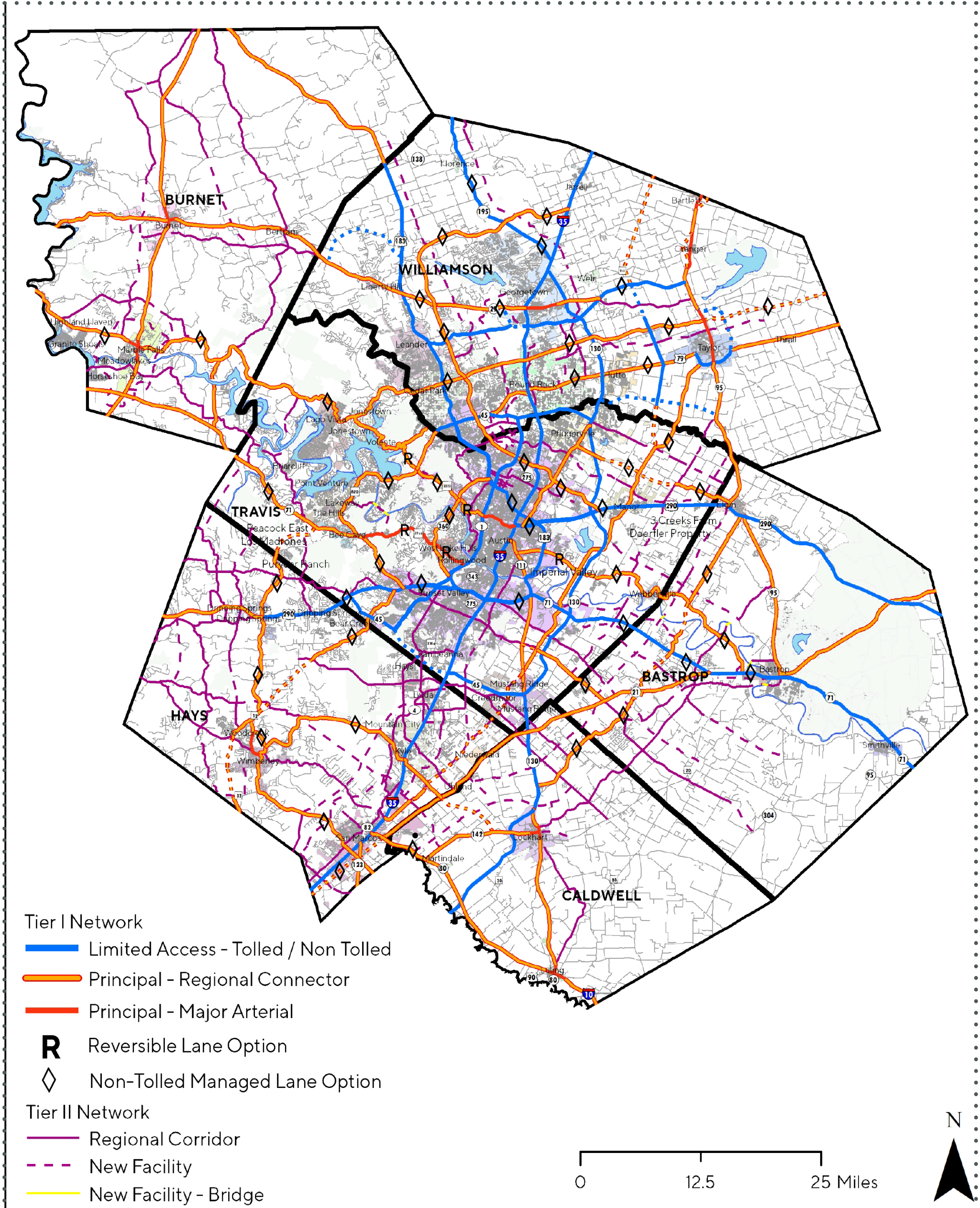
Cost Estimate: \$17,083,238,000

2045 Estimated Population: 4,758,529

Cost Estimate: \$22,546,252,000

S
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R
I
O

B



Color Key:



21,657
ROAD MILES

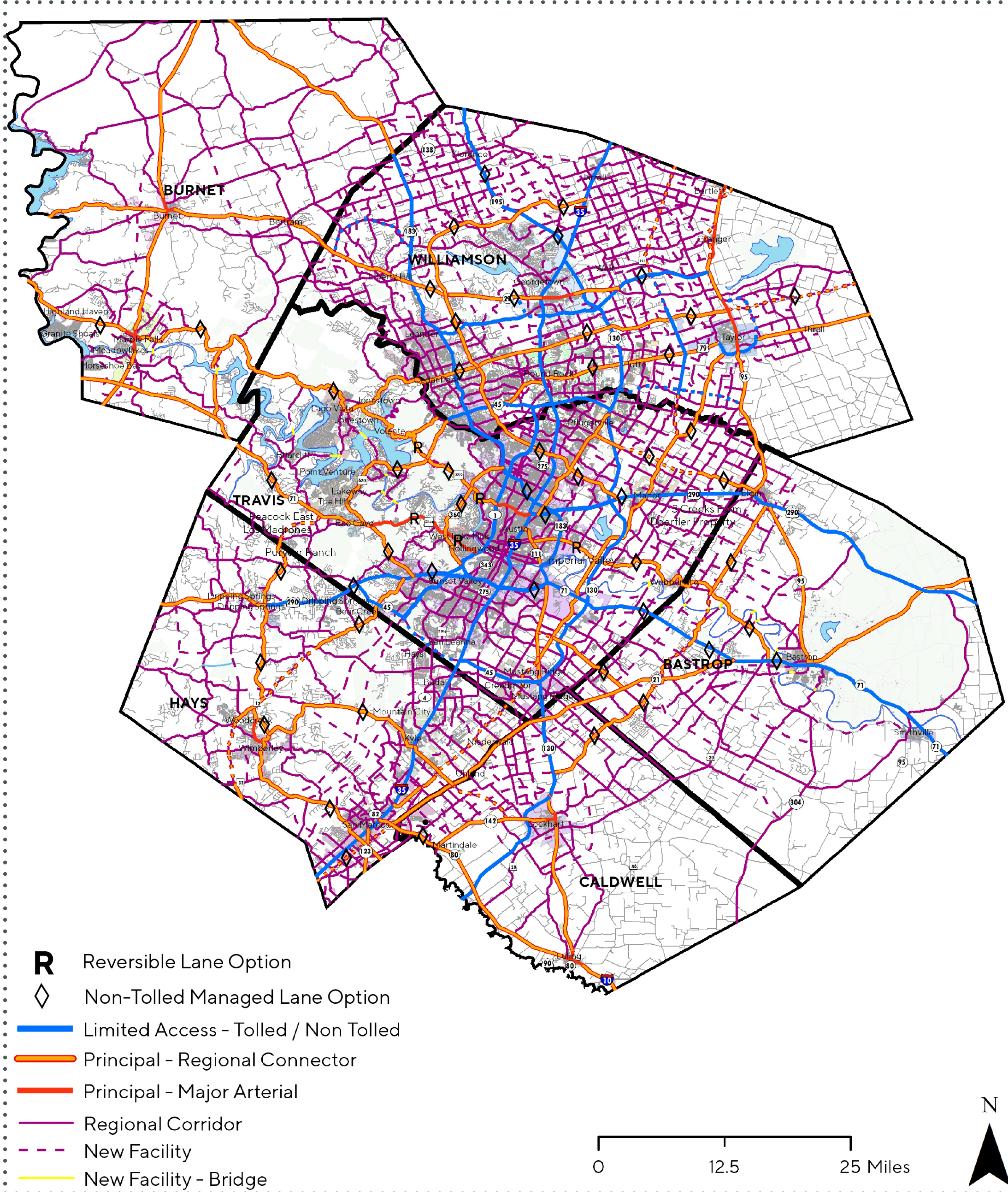
97.6
million
MILES
TRAVELED

2.30
million
HOURS
TRAVELED

42.52
AVERAGE
SPEED (MPH)

S
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N
A
R
I
O

C



23,606
ROAD MILES

97.6
million
MILES
TRAVELED

2.35
million
HOURS
TRAVELED

41.58
AVERAGE
SPEED (MPH)

PRELIMINARY RESULTS



Regional Arterials Study
SHARE YOUR THOUGHTS

**Answer three short questions
or provide your own comments using the link below:**

<https://forms.gle/fggvX1EmwytRvJzM9>

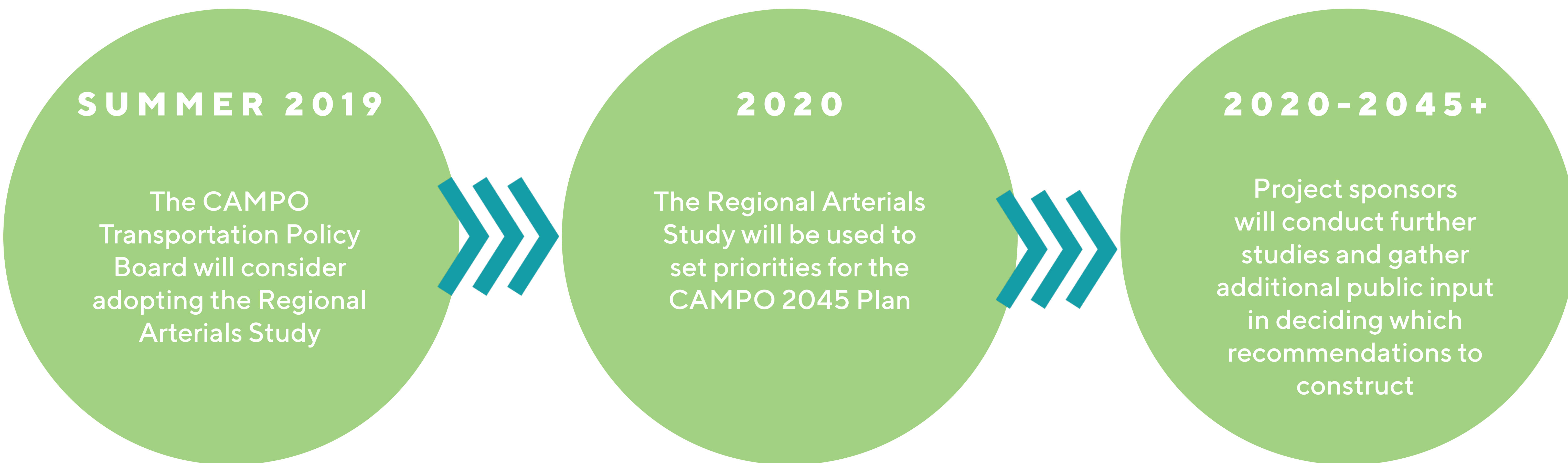




Regional Arterials Study

HOW DO THESE IDEAS GET CONSTRUCTED?

These conceptual ideas will be the responsibility of a project sponsor (city, county, TxDOT, etc.) to further study, gather public input, and potentially construct. These ideas are not currently funded, so in order to move forward project sponsors will need to secure funding for future steps, including construction.





HOW TO COMMENT

REVIEW MATERIALS

ASK QUESTIONS

SHARE YOUR THOUGHTS



Leave written comments on the
"thoughts" board or in the comment box



Email comments to
comments@campotexas.org



Mail comments to
3300 N Interstate 35
Suite 630
Austin, TX 78705



Fax comments to
737-708-8140

**ALL COMMENTS MUST BE SUBMITTED BY 5 PM
MONDAY, JULY 15, 2019**



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